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of the philological problems of this province of Southeast Polynesia. His treatment of the problem of Melanesian traces in the Tuamotu is both simple and convincing. Altogether, this little volume is the most valuable of all the works dealing with this ultimate attainment of the great migration movement of the Polynesian race.

WILLIAM CHURCHILL.

## EUROPE

**Transportation in Europe.** By Logan G. McPherson. vi and 285 pp. Map. Henry Holt & Co., New York, 1910. \$1.50. 7½ x 5.

During recent years the author has published two informing books on "The Working of the Railroads," and "Railroad Freight Rates." In the same clear, forceful style he here presents the salient facts concerning the transportation systems of Europe.

In his introduction he points out that the United States should be compared with all Europe, and not with single countries; that our need for railroads is much greater than Europe's because of our lack of peninsulas and inland seas and of improved inland waterways; and that our industrial status is such as to encourage great transportation enterprises.

Two chapters recount the history, cost of construction, and maintenance, ownership and administration of the roads, canals and railroads of Europe, country by country. The occurrence of three or four classes of passenger rates is explained as a consequence of social classes and not an adjustment to purses. The chapter on "International Rail Traffic" shows how traffic and rates have been adjusted to physical and political barriers. In this chapter, as in others, comparisons with American conditions add greatly to the comprehension of the problems.

Discussing the comparative usefulness of inland waterways and railroads, the author says the waterways have not increased in mileage in thirty years, while the railroads have about doubled. Railroads can operate all the year; waterways are inactive in frozen winter and in dry summer. Railroads pay heavy taxes to the governments and supply millions of dollars worth of free transporting for them; water craft pay small tolls on artificial waterways, but nothing on natural routes, and they never render any government aid. Railroads are limited in their rates for traffic, but water craft may charge what the traffic will bear. The government favors the waterways. In spite of all these advantages, waterways and water craft are continually losing ground in Europe. All concede that European railroad traffic is not so good as American. A long closing chapter is devoted to transportation in England.

G. D. HUBBARD.

**Géologie du Bassin de Paris.** Par Paul Lemoine. ii and 408 pp. Maps, ills., bibl., index. A. Hermann & Fils, Paris, 1911. 15 frs. 10½ x 7.

The Basin of Paris is classic ground in geology, because it is the first region of Europe which underwent scientific examination through such scholars as Alexander Brogniart, Cuvier, Lamarck and Deshayes. While the first named examined the ground geologically, Cuvier, Lamarck and Deshayes made the first researches of the vertebrate remains and of the moluscan fauna of the territory. The basin is a syncline, in which, after the Triassic period sedimentation set in and continued to the Tertiary. The latter is characterized by three stages: Bartonien (upper Eocene), Lutétien (middle Eocene) and Yprésien (lower Eocene). The formations consist of fossiliferous sands, sandstones and limestone. The gypsum of Montmartre formerly classified in the upper Eocene, is now referred to the Oligocene. The shales above the gypsum with *Linnaeus strigasus*, the so-called *Marnes supragypseuses*, as well as the Cyrene-marls with *Cyr. convexa*, *Cerith. plicatum*, etc., and the fresh-water lime of the Brie with *Planorbis*, *Linnaeus*, etc., are now placed in the lower Oligocene.

Beginning in middle Oligocene time, the Paris Basin was again overflowed by the sea, which extended in that period even farther south than during the Eocene. Near Paris the so-called "oyster shales" ("*marnes à huîtres*") were formed, with *Ostrea cyathula*, etc. To the upper Oligocene finally belong the